

Government of the District of Columbia
Department of Transportation



d. Planning & Sustainability Division

Friday, July 17, 2020
Commissioner Kevin Wilsey
Chair, Advisory Neighborhood Commission 2C
425 8th Street NW
Washington, DC 20004
Email: 2C03@anc.dc.gov

Re: Conversion of Bike Lanes to Protected Bike Lanes on 4th St SW between Madison Drive and C St SW
Notice # 20-74-PSD

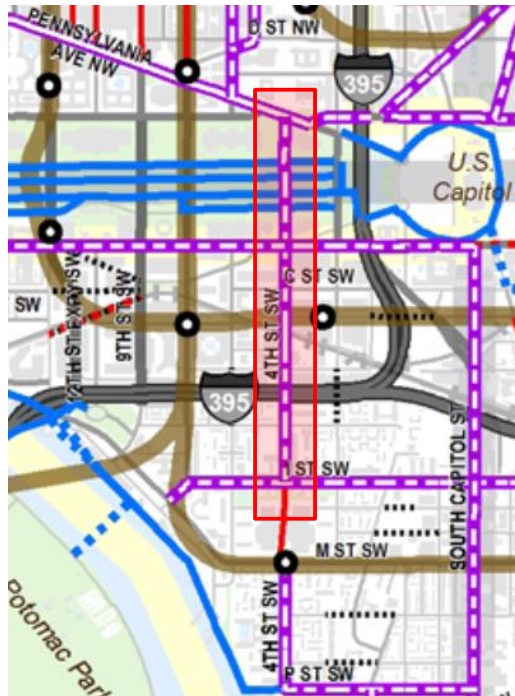
Dear Chairperson Wilsey,

Pursuant to the “Administrative Procedure Amendment Act of 2000” D.C. LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written notice of our intent to modify parking and convert existing bike lanes to protected bike lanes (PBLs). This letter to you is for notification and solicitation of comments on our intent to implement the following in ANC 2C.

DDOT proposes to:

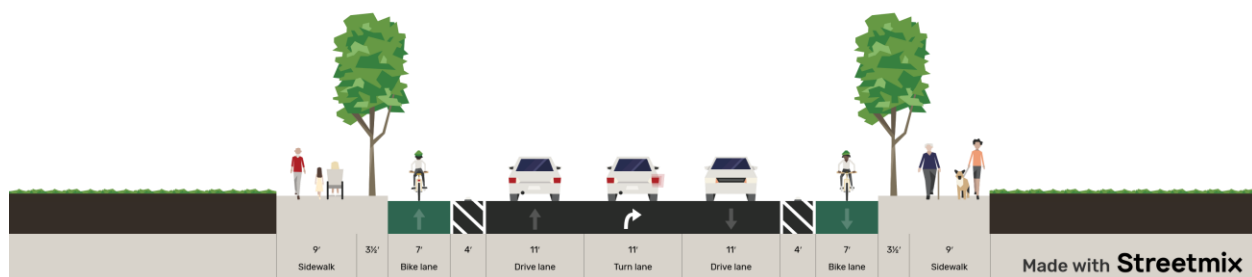
- Convert existing bike lanes on 4th St to protected bike lanes; in this configuration, the bike lanes will run against the curb, and parking will be set back from the bike lane by a three-foot-wide buffer zone.
- Modify the vehicular travel lanes to a standard 11’ width throughout the corridor.
- Modify parking spaces as part of protected bike lane design. Ten parking spaces will be removed between Independence Ave SW and Jefferson Dr SW to meet DDOT design and engineering manual mandatory setbacks for existing crosswalks, driveways and fireplugs. One parking space will be added between C St SW and Independence Ave SW due to lane reconfiguration. At the request of the National Park Service, all parking on the National Mall will be removed to restore the viewshed, approximately 38 parking spaces.

This corridor was identified in MoveDC and subsequent planning efforts for the area as having a cycletrack, i.e. the highest-level of protected bicycle facility. By installing parking-protected bike lanes on the corridor, DDOT will meet that standard. This will be the one of three segments of 4th St to be converted to PBLs, with the C St SW to I/Eye St SW being implemented concurrently and I/Eye St SW to P St SW to follow in 2021. The impetus for this segment is the upcoming road re-surfacing which will require all pavement markings to be re-installed.



MoveDC Bicycle Element – 2015 (purple denotes cycletrack, red box highlights 4th St NW/SW)

4th St SW



Example Cross-Section of proposed 4th St SW design crossing the National Mall

DDOT anticipates the following benefits:

- A safer route for those biking, scootering, or using personal mobility devices.
- A contiguous and safe facility designed for users of all ages Reduction of automobile trips due to increased biking and scootering trips in this area.
- Reduction of conflicts between drivers and bike lane users.
- Shorter distances and traffic exposure times for pedestrians crossing the street.
- Improved safety due to reduction of existing conflicts.

All Comments on this subject matter must be filed in writing, not later than September 29th, 2020, fifty one (51) business days after the date of this notice, with the District Department of Transportation Planning and Sustainability Division, 55 M Street, SE, 5th Floor, Washington, DC, 20003 or via email at aaron.goldbeckd@dc.gov. If you would like to check the status of this Notice of Intent (NOI), please visit DDOT's website at <https://wiki.ddot.dc.gov/display/NOI>.

Sincerely,
Aaron Goldbeck
Transportation Planner



Cc: Councilmember Brooke Pinto, Ward 2
Nyasha Smith, DC Council
Commissioner Michael D. Shankle, 2C01
Commissioner Jamaal T. Burton, 2C02
Jim Sebastian, Associate Director, Planning & Sustainability DDOT
George Branyan, Manager, Active Transportation Branch DDOT
Leon Anderson, Manager, Traffic Safety Branch, DDOT
Naomi Klein, Special Assistant to the Chief of Staff, DDOT
Kenny Marable, Program Analyst, Community Engagement Ward 2, DDOT